



USS HADDO NEWSLETTER



Volume 2 Issue 38 February 2009

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Meet me in St. Louie

NEXT HADDO REUNION

Hopefully, the opening line has prepared you for this, but if it hasn't – hang on, 'cause we're going to St. Louis, Missouri for our 2009 Haddo Reunion.

For the last couple years we have been talking about our reunion being in San Diego. Well, it just isn't working out. The major problem is cost. Initially, we were pretty excited that the room rates would be cheap, but cheap is a relative term. The rooms we could get, that were normally around \$250 per night, would be about \$139 per night. That's pushing it for a lot of our folks. But it got worse. Food, hospitality suite, transportation, bartenders, etc. just pushed the cost beyond the means for a lot of us. And to top it off, we were having a difficult time coordinating with the San Diego USSVI Base (who is hosting the National Convention) and time was just getting too short to get everything finalized and get the details out to everyone. Those 'cheap' rooms are going fast and by the time we could get registration forms out to everyone, some of our attendees may have had to stay at different hotels.

So, Ralph Stroede came to the rescue and volunteered to coordinate our reunion in St. Louis, Missouri. In the last couple of weeks, or so, he has been able to accomplish a near miracle. This doesn't raise him to Sainthood, but does notch him up a couple levels on my good-guy meter. He has evaluated several hotels and chose one. He negotiated good room rates, a hospitality

suite, and a wine and cheese social. He has gotten with the Budweiser brewery to help us out on beer and Frito-Lay for chips. Then he caught his breath.

The details are listed below. Your registration package will contain fliers of the attractions, shopping areas, and tours that are available in the vicinity. Unless more details or information of interest comes up before the reunion, this is probably your only announcement. I may put out a reunion flier in July or so just to remind you, but you should have already made your arrangements by then. You should keep this newsletter so that you will have all the details come September. I have tried to list all the information here as opposed to the registration form so that you can keep it handy.

When: 24 through 26 September 2009

Where: St. Louis, Missouri

Hotel: Crowne Plaza Hotel at the airport
(A Shuttle is available)
Room Rate: \$79 per night + Tax
50 rooms have been set aside until 1 August

Reservations: **Your are responsible for making your own reservations. For reservations, call 314-291-6700, request In-House Reservations** State that you are attending the **Haddo Reunion** Cancellations must be made by 4:00PM the day of arrival in order to avoid a cancellation charge.

Agenda:

- Thurs. 1400:** Hospitality suite opens
Begin Check-in
- Fri. 0930:** Golf Tournament, "T" time
1000: Hospitality suite opens for late check-ins and connecting with old and new friends (sea stories start at 1001)
There are no other scheduled activities, but there are plenty of attractions in the area for individuals to enjoy on their own.
- Sat. 1000:** Hospitality suite opens
1400: Wine & Cheese Social (this may include a video of the Haddo Deactivation Ceremony)
1600: Hospitality suite closes to shift into banquet uniform of the day.
1700: Crew pictures in the hotel atrium
NOTE: Group pictures can be ordered from the photographer for \$18 per picture and will be sent to your home address. If any special group would like additional pictures you can contract directly with the photographer at the end of the group pictures.
1730: Cash Bar in Hotel Lobby outside our Banquet Room
1800: Banquet
NOTE: Our Guest Speaker will be Jim Hay. Mr. Hay has been a Submariner for 28 years and was the Haddo Commissioning Engineering Officer. You got a taste of some of his insights at the 2003 reunion.
2100: Hospitality suite reopens
- Sun. 0800 – 1000:** A No Host group breakfast for those interested.
1200: Check out time

Registration Fee: There is a \$25 registration fee per person. This fee covers the hospitality room snacks, beer and wine, set-ups for hard drinks, complimentary wine and cheese party, and a beautiful marble paperweight with the Arch and the Year engraved on a brass plate. Hard liquor in the hospitality room will be on a BYOB basis.

Contact: Ralph Stroede
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rstroede@hughes.net

Golf – Dick Noble has set up the Golf Event. It will be at the Crystal Springs Quarry. It's an 18-hole course. The cost will be \$35; this includes green fees and cart. Tee Time will be at 0930 on Friday the 25th. Rental

clubs are available at \$25/bag. They currently have 7 right-hand and 1 left-hand sets. If we require more, they may be able to get more, so make sure you mark your needs on the enclosed Reunion Registration Form. Recommended attire is a shirt with collar. Women are most welcome to play. The temperature for late September is 60 to 70 degrees. There will be food available between holes 9 and 10, and a drink cart is on the course. There will be prizes: Closest to the pin, Longest drive, Individual high over all, and High team score based on modified Callahan scoring.

Activities: There is no shortage of things to do in St. Louis. There are attractions and tours that are educational, historical, and interesting. And, of course, there is shopping. There are a considerable number of outlet stores close by. There will be fliers in your registration packs that will provide all the details. If you're not interested in the sights, the hospitality suite will be open for fairy tales and sea stories (heavy emphasis on sea stories).

Dinner Menu – You may choose one of three entrées:

Prime Rib (\$35.00) – This is prepared medium. If you require a special preparation e.g. rare (R) or well (W), indicate your desires on the registration form. This will not necessarily guarantee your choice. It is more for the cook to determine cook time so that you have a better chance of getting what you want.

Chicken Cardinale (\$28.00) – Breaded boneless chicken breast with one of the following sauces: Lemon (L), White Wine (W), or Butter (B). Please indicate your preference on the registration form.

Each of the meat meals come with: Garlic Mashed Potatoes, Mixed Vegetable Medley, Rolls and Butter, Coffee (regular or decaffeinated) or Tea, and Dessert: Chef's surprise.

Vegetarian Meal (\$28.00)

The vegetarian meal comes with Rolls and Butter, Coffee (regular or decaffeinated) or Tea, and Dessert: Chef's surprise

"I arise in the morning; torn between a
desire to save the world, and a desire to
savor the world. That makes it hard to plan
the day."

-- E.B. White



This is not Haddo's first reunion; it's a crowd of attendees at the 1904 World's Fair in St. Louis. But our reunions are just as fun.



Commissioning Crew – New London 2003



Commissioning Crew - Charleston 2000



Commissioning Crew – Branson 2006

If you have not been to a Haddo reunion, you've got to make this one.

FROM THE CREW

Haddo Memories – Med Run 2, 1972

by: Ken Brenner

The Haddo made two trips to the Med in 1972. The first one, 6 months in duration, started in late-1971 and ended in early May, 1972. That summer, we went into dry-dock at the Groton sub base to scrape barnacles and paint the hull. We were scheduled to return to the Med in late-September, but problems back aft delayed our departure until mid-October.

The entire squadron, including our sub tender (USS Fulton) had been sent to the Med, with a "home base" at LaMadelena, Sardinia. The word was this was the first long voyage for the Fulton in many years.

I always thought the men on the Fulton considered it "shore duty".

My maneuvering watch was forward line handler which I always enjoyed (especially when coming into port). The morning we left it was very rainy and somewhat slippery topside. We remained submerged or at periscope depth for 10 days, including the time it took

to cross the Atlantic, go through the Straits of Gibraltar, and make our way to LaMadelena. The night before we pulled into port, we surfaced and navigated through a series of small islands. I manned the radar that evening and reported many contacts, mostly small, fishing boats. The next morning, we stationed maneuvering watch for a fairly long surface navigation to the squadron's temporary home. I was fortunate to come topside early to enjoy the sights as the sun rose over the barren hills that surrounded our passage into port.

The Fulton, and most of the other boats of our squadron, had been in Sardinia for over a month before we arrived. Just enough time to fairly "spoil" the locals for our arrival. Case-in-point: Mark Haney (FN) and I both loved photography, and we went into town one afternoon to sightsee and take pictures. The few residents we encountered didn't seem too happy to have us there. Regardless, it was neat to be in this small Mediterranean town, surrounded by the "stark" beauty of the town and landscape.

We tied up next to the Fulton for a few days before heading out for maneuvers with the Italian Navy. During our transit from Sardinia, we surfaced as we made our way through the Straits of Messina, the narrow body of water that separated Sicily to the west, and Italy to the east. I was fortunate to come up into the bridge for a nice, 15-minute visit. I have some interesting pictures from that time, including one of a small volcanic island with a slight plume of smoke coming out of the cone.

Our time with the Italian Navy lasted a few days. It was fun to conduct these "trials", which included evading the Italian destroyers, sometimes at test depth. Captain Scales shared a story with several of us in the control room, how we went deep, then came up behind a group of ships, and simulated firing torpedoes into the back of our "opponents".

The Italians invited us into their home port for a few days. Taranto, Italy has been an Italian navy base since Roman times, and is located in the "boot" of Italy. It has an unprotected outer harbor, and an inner harbor, located inside the narrow straits that separated the old and newer parts of town. Because (I guess) of our nuclear reactor, and perhaps due to our deep draft, we were forced to anchor in the outer harbor, tied via a long line to a harbor buoy. Our Italian allies ferried us back and forth into town via a WWII-vintage landing craft. It was a bit choppy out in the open harbor, so it required the topside watch to provide some assistance as the crew embarked and returned. This was done via the canvas ladder rolled down the port side, and the

topside watch acting as a "railing" - wearing a safety harness which was attached via a line and "claw" to the runner in the deck. On my off day, I went into town with a few of the guys, including my pal, fellow forward ET - Earl Koepcke. We were dropped off in the inner harbor at the Italian Navy base, and walked, or used a cab from there. We were advised to stay in the newer part of town, as the old city was mostly Communist (implying not friendly to American sailors!). We did venture to the older part for a short visit, but took a cab back.

I was on duty the evening we left, standing the last topside watch in port. Another buddy - Jay Echols (FT2), was below decks watch. He and I talked a good bit to pass the day along. Being topside allowed me to enjoy an unusual experience. First, I had to get the last load of shipmates back into the boat ("poured down the hatch" was perhaps an appropriate term as well). Being early December, it got dark around 5 pm, and the last boatload came from town about that time. The duty officer yelled up the hatch to ask me to have the pilot of the landing craft wait around to untie us from the buoy when we were ready to leave. It was supposed to take 30-45 minutes, which eventually led to 2 hours. The Italian sailor came aboard and sat with me, wondering why it was taking so long. The early December wind off the water in the open harbor made for some cool temperatures. I'd taken French and Spanish in high school, and tried communicating with him in Spanish - to no avail. I then tried French - and that worked! His mother was from Italy, but his father was from France. We sat in the hatch, catching the warm air rising from below decks, talking for nearly two hours, drinking hot chocolate, until we finally got the word to untie and get underway. I've always thought it was an interesting situation: an American in Italy, talking to an Italian sailor, in French!

We spent some more time patrolling the Med before returning to LaMadelena for a short visit. I believe the Fulton, and most of the squadron had already left. Finally, we were given the word to head for home. As a forward ET, I spent part of my 6-hour watch underway (when submerged) in the sonar shack, standing at least one hour on the stack. I and one other ST (I think it was Ron Nadeau) were on watch as we went through the Straits of Gibraltar submerged. It was a very busy place!

Something else interesting happened after we left the Med and entered the open waters of the Atlantic. Not too many hours west of the Straits, I was in the control room and someone mentioned that we had just come to

within a few hundred feet of the top of an uncharted, underwater mountain. One of the quartermasters (from New York City, whose name I've forgotten) made a note of it on our charts to be reported to an appropriate agency back home.

About a day later, we surfaced for a short time. I again came up into the bridge to have a look around. I was really surprised at what I saw; the water was completely calm and placid – in the middle of the Atlantic! It was almost like we were in a big pond, undisturbed by anything except our slow movement. I've been on four cruises in the past 10 years, and have never seen water like that.

On our return transit across the Atlantic, someone (I think it was Chief Johnson) put a chart up in the crew's mess showing the Atlantic, and our progress towards home. It was a nice way to keep up with where we were.

As I reflect on this trip, I consider it the highlight of my Navy time. It was my first, full patrol (I'd come aboard towards the end of the first Med trip). And in November, Captain Scales pinned my dolphins on me in the crew's mess. It took me around six months to qualify, and I owe some of that to my shipmates who took their personal time to help me.

We pulled into home port around December 15, tying up at the State Pier near the recently-arrived Fulton. It was a pretty cold maneuvering watch for us topside line handlers as we entered the mouth of the Thames River, but I enjoyed it anyway! We were all glad to be back home in time for the holidays. About a week later, fellow ET Bob Hofmann drove me to the Hartford airport for my flight back to Kansas City and Christmas leave. It was an enjoyable leave after an 8-month absence and a successful Med trip.

We were greeted upon our return by some of the staff officers from the squadron, including an Admiral. That visit would prove to be a deciding factor for what was to happen to us that winter....

Creeping into the Russian Fleet

by: Lou Storm

Our Fast Attack Nuclear Submarine crept silently among the Russian fleet of over 30 warships sitting at anchor. Every man of our crew of some 130 barely breathed at their Battle Stations, as if even our shallow breathing might escape as noise out into the surrounding water and reveal our presence. Should that happen, we were more than quite aware the Russian Fleet had orders to make every effort, even though it

was "peacetime", to sink us now and deal with any Cold War political repercussions later.

My Battle Station was at the #1 (or "senior") Target Data Computer. The Captain, only inches from me, would whisper my Target assignment to both me and a Sonarman back in Sonar; the Sonarman would feed me a constant stream of Bearings, estimated Ranges, and Estimated Angles-on-the-Bow on the sound-powered phones. Constantly "tweaking" the information into the TDC, I was very, very good, despite my youth and inexperience, at quickly triangulating a Target Speed and Course solution. The TDC, wired nonstop to a killer torpedo, even after (if) fired, used the information the Sonarman and I teamed up to create for a firing solution and a running course to the Target. We stood ready to fire on an instant's command from the Captain, sweat breaking out on our palms, and praying silently the "Fire One" would never come.

This was NOT a drill! We moved silently at only three or four knots – just enough speed to maintain Periscope Depth and steerageway. The slower we moved, the quieter we could be. As we worked our way slowly around the anchorage, the Captain whispered slight changes in Speed and Course to the Navigator, Officer of the Deck, and Diving Officer. About every 15-to-30 seconds he would very precisely raise the Periscope just 12 inches above the surface of the water for just five seconds or less, snapping off a quick picture with the Periscope camera before dipping the 'Scope back down. He would then reel off the details of the latest observation: nearest Russian warships; Angles-on-the-Bow; any relevant details of weather, clouds, sun backlighting, sea state, etc.

One time he chuckled, saying we were probably less than 50 yards off the stem of a Russian Destroyer ... and one of their sailors was urinating over the side and apparently never even saw us.

The Russians had developed a new ship ... part-warship, part-aircraft carrier, the Navy had very little intelligence on the MOSKVA. We were getting up-close-and-personal to get photographs, sound signatures, and whatever else we could glean.

Later, we dropped somewhat below Periscope Depth in the shallow Russian anchorage and snuck back out to safe, deeper, more open waters. After hours of tension, we finally secured from Battle Stations, were able ourselves to go to the bathroom, and breath our own deeply personal sighs of relief at once again being "safe" in the silent black depths of the ocean.

Eight years of Active Duty; 22 years as a Reservist. More memoirs like the one above than I could ever write. These shared moments of intense training and intense danger build some things in the military not fully understood or appreciated by those who have not served. Teamwork; trust; unselfishness; shared mission; appreciation of work ethic, and training. There was an era during Ross Perot's early shepherding of EDS when the only Executives he would hire were those with "Military Officer" on their Resumes. Though I did not accept, I was honored to be offered one of those positions.

ROSTER UPDATE

Roster Changes: I only received two returned copies of the newsletter that could not be forwarded, but we have a lot of new guys. As usual, the losses are in **blue**, and changes and additions are in **red**. Dick Noble found the names of a lot of Haddo shipmates through the USSVI. Those additions to the roster have an * after their names. Thanks Dick. Now if we can just get a few sea stories from them.

I am going to print this one more time because I am still getting a few e-mails to my AOL account. That account will be no longer be active by the middle of this month, so make sure you have my new e-mail address; RayDBF@Blackhawkkranch.org. Not only does this program allow me to get in and out of the library in minutes, it is very simple to use and my wife doesn't mind doing it for me (periodically) if she happens to be going into town.

Taps: We've lost four more good Haddo shipmates:

Ken Zink ETR2 (SS) passed away on 30 May 2007

William Austin passed away 30 May 2007

Brian Levgard QM2 (SS) passed on Dec. 10, 2008

William Heffelmire FT1 (SS) passed on Dec. 11, 2008.

I did not have the pleasure of meeting Ken Zink and I don't remember Bill Austin, but I know some of you knew them and have many great memories of them.

I remember someone (probably the COB) getting Brian (Right-Guard) all suited up for the 'Mail Buoy Watch'.

Fully suited-out in foul weather gear, red goggles, and boat hook in hand, standing by in the Attack Center for the appointed rendezvous with the mail buoy. He had already been chased out of Officer's Country and the Goat Locker, having been told to wake each of them to see if they had any last minute mail to go out.

My fondest memory of Heff was when he blew sanitariums and forgot to close the coffee pot drain. He had about the biggest hands I'd ever seen and there he was in the Crew's Mess, poking these tiny looking Q-tips into the perforated holes in the overhead in an effort to clean out the remnants of the sanitary blow. We were only a couple hours away from an ORI (or some such inspection).

MISCELLANEOUS

DARPA Puts Out Request For Flying Sub

Navy Times, November 11, 2008

A flying submarine, similar to the one in the 1960s television show "Voyage to the Bottom of the Sea", might be in the Navy's future. The Defense Advanced Research Projects Agency is looking for someone to develop such a vessel, which could be used by special operations teams to come ashore undetected.

On the Irwin Allen-produced TV show, which aired from 1964 to 1968, the flying sub was kept in a bay in the belly of a mother sub, the 'Seaview', and was used for exploration, to transport VIPs to the mother ship and on some operations.

The London Telegraph, which reported the DARPA proposal, described the concept as a James Bond-type vehicle that could operate as a submarine as well as an aircraft. DARPA wants a flying and submersible vehicle that carries eight people, plus equipment, at least 1,150 miles by air, 115 miles on the surface of the sea and 14 miles underwater in eight hours or less, and be able to make a round trip within three days.

Basement tinkerers, get busy, the deadline for submissions is Dec. 1.

MAIL SACK

Malo Berry

Heya, I was on the USS Haddo and just now saw that the Haddo had a reunion. I was wondering if you had on any future reunions or emails of some of the people. Well keep me in mind for the next reunion.

BTW I got this email from classmates. I was on board from 85 to 88. Thanks

Tom Bichel

Hey Ray Thanks for doing the newsletter. You do a great job and it's always good to receive it. I am still looking for Mark Adam Patsko. He was on the Haddo when we went through the canal. Are there any framable pictures of the Haddo available? Add my e mail to the roster. Thanks Tom Bichsel MS1(ss)(ret)

Oh yeah, one more thing, were the sailors in the two pictures of the Haddo, (when we went through the canal), ever identified?

Ken Brenner

I recently learned of the death of an old friend - Ken Zink. Kenneth R. Zink, ETR2(SS), passed away on May 30, 2007 at the veteran's hospital in Houston, Texas. Ken was 58, and had suffered from a variety of health problems in the last years of his life. He is survived by his wife of 34 years, Linda, along with 3 children and 7 grandchildren.

Ken was from Topeka, Kansas (not far from my hometown), and served on the Haddo as a forward ET in the early 1970's. When I reported aboard the Haddo (May, 1972), he became my mentor and friend. While in the shipyard (Pascagoula), I'd often go to his house on Monday nights to watch Monday Night Football. Ken was discharged while we were in Pascagoula, and he stayed on to work in the shipyard for several years. In later years, Ken and Linda lived and worked in the "Silicon Valley" of the Bay Area of northern California. It was there he began experiencing health issues which resulted in his early retirement. They moved to Albuquerque, New Mexico where Linda still resides. Ken was an example of the traditional "good shipmate" that can be found on most boats. He not only took me "under his wing", but made sure I got off to a good start as a member of the crew. I know I can speak for Harold Clark (who initially informed me of Ken's death) that Ken Zink was a good friend and shipmate. I pray God will bless his widow - Linda, as she moves forward with their children and grandchildren.

Harold Clark

Hi Ray, Am sorry to report the passing of Ken Zink. Below is the e-mail from his wife.—Harold Clark

Hi Harold, While playing around on Zaba Search I saw your message to Ken. Ken passed away in May of 2007 following surgery at the VA hospital in Houston. Please let Ken Booty know. Linda - LindaZink1@aol.com

Brian Dawson

Ray...Please use my new email address, or this one, brian@yahoo.com.

I wanted to share a story of my first days on Haddo back in 1983. Governor Joy was a TMC then and I had to do my "check in" with him as he was the Career Counselor or something. We had just gotten underway and it was the first night out. I went down to the torpedo room and there were 10 or so folks hanging around, telling stories. I went up to Chief Joy and introduced myself and asked him to "check me in". Now, the entire torpedo room got quiet and he asked me, "Where are you from?" I answered, "the Chicago area". He asked, "where about?" I answered, "Oak Park", not thinking anything special was going on. Suddenly, he became extremely excited and asked, "Where in Oak Park did you live?" I answered with the cross streets' names near my house and he just about jumped out of his seat and got really loud and asked, "Do know that convenience store near there?" I answered back excitedly, "Yes and it's still there!!" He then almost yelled saying, "DO YOU KNOW HOW FAR AWAY FROM THERE I GREW UP???" I said "No, how far???", extremely excited that this guy is from my home town!! "ABOUT THREE THOUSAND MILES!!!!" ...and the whole torpedo room exploded in laughter...That was my introduction to submariners. Wouldn't change that part of my life for anything!

Regards,

Brian Dawson

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Dave Hinkle

Well, this has been an interesting year, to say the least. In April I had a chest X-Ray which revealed a 9 cm tumor. Biopsy revealed a fast growing small cell malignancy and I was told I had 6 mos. to a year to live. That sort of takes one's breath away. Our cruise this year was to the Dana-Farber Cancer Institute in Boston where I received radiation and chemotherapy. Doctors there gave me 1 to 3 years longevity. I am now receiving chemotherapy at a local Oncology Center in New London. At this time I feel fine. I tire easily, but no pain. I go to work 5 days a week but only for 4 or 5 hours.

Enjoyed your Christmas letter and have appreciated all you have done both as a young man in Haddo and in bringing together all those who served in her. But it is time to strike my name and address from your roster and distribution list. All the Best Dave Hinkle.

I returned a note to Dave asking him if I could share this with all of you and he gave me permission.

You may use the letter as you see fit. I have survived one year and still feel good. Muriel and I are in Siesta Key, Florida for the winter. She swims and I walk every day. I don't have any regrets. I have lived a long full life and have enjoyed it all. Best of everything to you and Susie.

Frank Housen

Ray; You can change my mailing address in the newsletter and use my new E-Mail for distribution of the Newsletter. Thanks for all the hard work on the letter. Only rode the 604 for a short time till getting transferred to a diesel for a northern Europe run. They needed a leading radioman and at that time we had some extras on the 604. Thanks again. Will try and make San Diego Frank

Richard Kepner

Hey Ray, Just recently discovered the web site and would like to be added to the newsletter roster. It was great to see so many familiar names, yours included as I believe we served together in the sonar gang. Will look forward to hearing from you. Richard (Rick) Kepner STS1 May, 1966 - Aug, 1969

Gregg Larson

I am very much interested in Haddo alumni that are currently employed in the commercial nuclear industry; that is -- can I benefit or contribute to their careers in my position at Exelon Nuclear - or even better; could we share experiences for potential synergies. I don't know if you have a screening tool to send me a subset of names that are currently employed in our industry -- just checking.

I look forward to the reunion in 2009 -- if I can contribute in the planning - don't hesitate to ask.

Gregg Larson

Exelon Nuclear

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Andy Little

Hal and Liz, Please add me to the e-mail only list - I appreciate the hard copy you've been sending but save a stamp, save some trees, and save lots of time - and just let it fly across the ethernet!!!!!! Thanks for all you do for Haddo sailors around the world!!

Andy Little

Pat McGovern

It is with deep sorrow to announce the passing of USS HADDO Plank owner and shipmate Brian C Levgard QM2(ss) this morning at his home. Services are to be private and he is to be cremated. As you know Matey has been ill for quite a long time and was married to my sister Nancy, and she took good care of him. He loved the HADDO and its crew and the memories of his tour of duty, it always brought a smile to his face. He was especially proud when the Haddo Base members came to his home last year to present him with the award for designing the Base logo. I want to thank the members for doing that, he will be missed. SAILOR REST YOUR OARS.

Patrick O'Brien

Ray and Hal, Really awesome work on the newsletter. Lots of effort and not much thanks. THANK YOU from all of your 604 Maru Shipmates. Please add me to the list of recipients who get the newsletter via email. Also, please note the email address change to verizon.net

Not exactly a "first" experience but ... how many out there remember that HADDO's first dive in the Pacific following the overhaul from hell in Pascagoula was dive #604! Go figure, couldn't have planned that one any better if we'd tried. Thanks again for all the newsletter efforts shipmates. Sincerely, Patrick O'Brien

Joe O'Hara

Forwarded form Bill Heffelmire's son, Eric:

William F. Heffelmire left us too soon on December 11th 2008. Tough and honorable to the end, he was 78 years old. Known, loved and respected by so many in so many roles, and by many titles – husband, Bill, Dad, Chief, COB, Heff, Boss and in perhaps his greatest and latest role, to his grandchildren, lovingly as “Grumpy.”



Born in Brady Lake, Ohio July 19, 1930 – son of Frederick J. Heffelmire and Orpha Pendleton he left home young for a career in the US Navy. A highly decorated Chief Petty Officer, he rose to the top of his vital profession and became Chief of the Boat (COB) on the greatest vessels and weapon platforms and cold war deterrents ever created – Fast Attack Nuclear Submarines. During his extraordinary 42 year career, he repeatedly refused commissions to officer rank, – rejecting, what he saw as “a demotion” from COB to Ensign. In his second full Naval career, as a Navy civil servant, he again rose to the top as General Foreman and Section Head at the Naval Undersea Warfare Engineering Station (NUWES, later NUWC). Along the way he added to his lifetime of practical experience a Bachelors of Science degree. In his long years of service to the United States and the US Navy, he came to know the four corners of the earth and the 7 seas and truly left his mark wherever he served.

He was a gifted athlete and fast-pitch baseball player/pitcher back in the day and he maintained his love of the sport his whole life, traveling all over the country to support the sport. He loved bowling, cribbage and was legend across the submarine fleet for his domino playing prowess. In later years he dedicated himself to helping raise his grandchildren, all well grounded and successful young adults, some of whom have followed in his footsteps into military service, as did all his own sons, - in the Navy and as a Cadet at the United States Air Force Academy. In this, his legacy of service and tough, but fair leadership lives on.

He leaves behind his loving wife of 53 years – Charlotte, six children – William, a Navy Veteran; Mary-Anne; Mark, a US Marine; Celia; Eric, a USAF veteran; and Adria – as well as 11 grandchildren, and son & daughter-in-law Stu and Darmie.

So in honor of a life extraordinarily well lived and in the tradition of the Navy that he loved and served his entire life - Anchors away... and until we meet once more, here's wishing you a happy voyage home.

New message received January 19 2009

Chief of the boat William Heffelmire has been welcomed aboard the USS John C. Stennis, accompanied by Petty Officer 3rd Class Hugh Craig. The ship will deploy tomorrow morning, Tuesday December 13th. "Sailor, rest your oar."

Scott Pinkston

Hello, I served onboard the USS Haddo SSN 604 in the 1980-84 time. I know I was on the crew list before and know that my email must have dropped me, for this I'm sorry and will try and be more on the ball. Thank You, Scott Pinkston QM2/SS

Gerald F. Roch

Ray, In regards to your last email, ok so you don't remember me, I was with the RO crew, Taylor, Banister, Viney, Rush, Ross, Roller, & Page. Everyone called me Rock, being single when I came aboard, I lived on the barge on the Cooper River, and at that time I was driving a red 62 Alpine. For a period of two weeks or more I wasn't allowed on the Haddo because I had fractured my ankle dancing and wound up on crutches with a full leg cast.

My family's first Thanksgiving in Charleston was suppose to be with the Viney's, as it turned out only my daughter ate there. Just prior to going over to John's trailer, Marge started having labor pains, so she called Betty. Betty's reply was you'd better get over here and make the stuffing. When we arrived Betty said she couldn't find any large turkeys, so she bought two small ones, which turned out to be two large chicken roasters. John and I kicked back and had some cold ones while the women put the finishing touches on the dinner. Prior to the birds coming out of the oven, our son decided to pop out first, and my Thanksgiving dinner was a hamburger at the base cafeteria.

Ray I want to buy the mug and a 3" patch, please email me the details. I still have my original plaque, beer stein, plank owners certificate, and the plank with a list of all the plank owners. The mug I had, gotten broken some time back. I also have Alex Roller's stein that he had given to my wife, who passed away in 76, if you have his address I'd like to send it to him.

As I mentioned before I am interested in attending the reunion in 2009.

Please delete the email address you last used, that is my work email, and will not be any good shortly. The one I presently use and constantly look at is roch@epix.net. I also have one I've had since 93, but I only go up on it occasionally to keep it active that is kiddos@hotmail.com. Jerry

Glen Rosendale

Hi there, I've emailed several times hoping to get onto the crew list, with no success so far. Maybe an offering of photos will help? My name is Glen Rosendale (ET1/SS), I was a Nuc in RC division from '79 to '83. When I left (June '83) I was RC div LPO.

I'm attaching a few pictures from my dusty old archives. Descriptions are below:

"604_diego_garcia_1.jpg"

This picture is from the subtender (I think it was the Dixon but I'm not sure) alongside while we were moored in the lagoon at Diego Garcia, around Christmas '81 (It might have been 80 but I think it was 81). The guy sleeping on the bow is an A-ganger, but I don't remember who. How long has it been since anybody saw a donut in use?



We pulled into Diego Garcia for emergency repairs to the AC. The engine room watches were down to 30 minutes (I think it was about 120 degrees, but it was a while ago). We were moored for about 2 weeks, if I recall.

Liberty was a little bit boring (and was 1 day out of 3) but the island was a beautiful place. The water was crystal clear and skin-temperature warm, great for snorkeling. Speaking of snorkeling, you can see the snorkel mast is up -- for some reason we were running the diesel for the first week; I don't recall why...

"604_diego_garcia_2.jpg"

Same as above, different view.



Steve Nowak, LTJG Chris Reinhardt and an electrician whose name I'm sorry to say I've forgotten. Crew wives prepared stockings for distribution on Christmas day before we left; each had a name, with a toy inside and a card with a cut-out pin-up from Playboy (at least the single guys, which is what I got). I ran my little car all over the RPCP using it as a race track that day...

"604_xmas81_underway_1.jpg"



"604_diego_garcia_topside_agang.jpg"

"604_xmas81_underway_2.jpg"



The COB & Captain Rouse on Christmas day. Santa's outfit was pieced together from cleaning rags & such.



A-Gangers relaxing topside Because the AC was down and below decks was intolerable even after we moored -- everybody's breaks were topside. "Smokin' and Cokin'" On one of our first nights tied up we projected our movie ('Buck Rogers in the 25th Century') onto the hull of the tender. Tender sailors were crawling out on the booms to watch -- our movies were better than theirs!

"604_diego_garcia_topside_nucs.jpg"

Some nucs topside: Jimmy Stowe, Tim Rientz, Paul Meade. "Doctor" Paul Meade was indicating something with his right hand, I'm not sure what...Stowe and I were on our way ashore for liberty where we spent the day walking around the entire northwest corner of the island

Anyway, some people might get a kick out of these pictures. I have some more if it ever becomes interesting to anybody else. Thanks! Glen Rosendale



Kenneth G. Shutt

Just visited the website for the first time. I enjoyed the visit. I was the engineer on the Haddo in 1969 and 1970. I relieved Dick Gill and was relieved by Jim Davis.

Megan Townsend

Dear Ray, My name is Meghan Townsend; I am the eldest daughter of Robert Townsend, who was/is a nuke and served on the Haddo. I don't know when he served or what his rank was, I'm hoping you do, but I wanted to pass along his new email address and mailing address, as my parents have gotten divorced and his information has changed, so I wound up with the latest Haddo newsletter instead of him. I think that he would like to get in contact with some of his old shipmates.

If you have any questions or would like to pass anything along, please feel free to email me at mgtjeep@aol.com.

Sincerely, Meghan

Clive E. Waite

Ray, While surfing today I came across the Haddo site (incidentally compared to some of the others I belong to is exceptionally good and informative). I reported to Haddo from the Greenling, at the time was in Pascagagoula for refueling. 604 was just out of the yard in Charleston and had an NWA I to go through and a very young Torpedo Gang, so Squadron 10 asked me to transfer to 604. To make a long story short we passed. During the med run I made Chief in Naples, so needless to say the 604 was the peak of my career and fondest of memories. I saw a picture on the pier in GITMO from the back that even looks like me. Anyway I'm on the crew list but not on the Newsletter list. Georgia and I are still looking at the grass from the green side and in excellent health. We are leaving for the HC Reunion in Charleston, SC, the second week of September and will travel the east coast until the reunion on the 18th, a lot of old Deisel Boat shipmates from the late '50's to see. We plan on attending the USSVI convention in the fall of 2009 in San Diego. If there is a mailing list of information, please add me to it, as I will now monitor the site on a regular basis.

Clive E. Waite

TMCS(SS) USN, Ret.

Ray, It would be easier to receive the newsletter by e-mail, then I can get it no matter where we are. The 593 class were workhorses. The modifieds were even better. They had an extra Aux tank (Aux 3) which made it great for depth control.



USS Haddo Newsletter Roster

(Red indicates new or changed since the last newsletter)

If you wish to contact a Haddo Shipmate where no e-mail address appears, contact the Web Master

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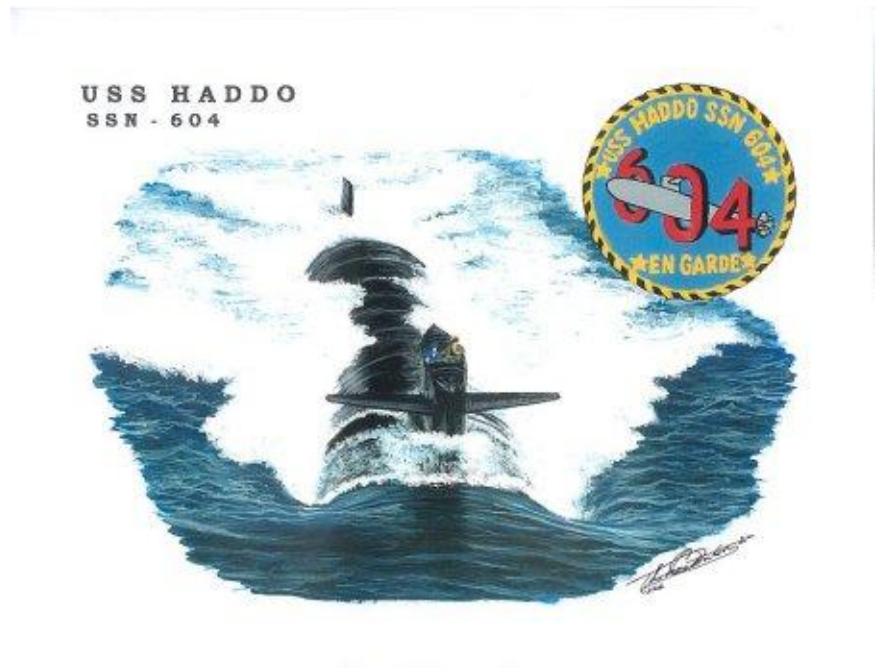
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THANKS !!!

I would like to thank Kurt Greiner and Robert Aboud for their efforts in trying to get a San Diego reunion together. Sorry it didn't work out guys. In turn, I want to thank Ralph Stroede, Ken Brenner, Dick Hillman, and Dick Noble for responding on such short notice to get us headed for St. Louis.

I also owe many thanks to all of you that have sent me letters and e-mails to make this newsletter what it is. I need those inputs to keep this newsletter from resting in Davy Jones's locker.

And, most important, thanks guys (you know who you are) for your financial support.
THANKS TO ALL OF YOU!



Reunion Registration Form

USS Haddo SSN604 and SS255 2009 Reunion

-Your registration form must be received no later than 1 Aug 2009-

If you plan to attend the 2009 USS Haddo reunion to be held on September 24, 25, & 26 in St. Louis, Missouri, please complete this form and mail it back to Ralph Stroede to be received no later than 8/1/09.

Name badges will be provided with the first name and last names. Use the name you prefer to be called (e.g. Raymond Butters will be Ray Butters).

Name: _____ Reg. Fee \$25

Dinner Choice **Prime Rib** or **Chicken Cardinale*** or **Vegetarian** Price _____
 (Check One) \$35.00 R M W \$28.00 \$28.00

Spouse's Name _____ Reg. Fee _____

Dinner Choice **Prime Rib** or **Chicken Cardinale*** or **Vegetarian** Price _____
 (Check One) \$35.00 R M W \$28.00 \$28.00

Guest's Name _____ Reg. Fee _____

Dinner Choice **Prime Rib** or **Chicken Cardinale*** or **Vegetarian** Price _____
 (Check One) \$35.00 R M W \$28.00 \$28.00

Total _____

Please make your check payable to the *USS Haddo Reunion*.

Mail the check and this registration form to:

Ralph Stroede
 41517 Alderlick Road
 Wellsville, OH 43968

Feel free to contact Ralph via email (rstroede@hughes.net) or phone (330-532-4238)

Please check if you are interested in participating in the Golf Outing, to be held Friday, 9/25/09. The cost per person will be \$35 and **will be paid at the time of the outing.**

Please check if you would like to rent clubs. Right-Handed Left-Handed

Please check if you would like to attend a No Host group breakfast Sunday morning, 9/27/09. This is not part of the reunion, but would be an ideal time to say goodbye to old and new friends. There are many places for small groups to eat breakfast in St. Louis, but if there is enough interest for a large group, we will try to make arrangements at the hotel.

REMINDERS:

Phone Number for making Hotel Reservations: **314-291-6700** and ask for **In-House Reservations** and tell them you are with the **USS Haddo reunion**.

Your Address: _____ City _____ State ____ Zip _____

Phone: _____ e-mail _____

Emergency Contact during reunion: _____ Phone No. _____

** I was informed, after I had printed the newsletter, that Chicken Cardinale is 'Chicken with sauce' and that the sauce for our meal is a lemon, white wine, and butter sauce. Sorry about that. I am going to have to extend my gastronomic experiences beyond the simple things in life, like Popcorn (with lots of butter and salt) and a Malt. And then again.....maybe not.*